

Incidents of the Loss of the New Era.

This fine new ship, in the New York and Bremen emigrant trade, our readers have been pained to learn, was lost on Monday night by beaching on Long Island, and over two hundred and sixty persons perished.—The New York papers now come to us with all the heart-rending details, from which we learn that there is evidence of the most criminal negligence on the part of the officers and crew of the vessel, and that owing entirely to a want of watchfulness, the vessel was beached and lost. The Tribune says:

"It would seem that a few hours before this event occurred the weather was fine, as fine indeed as any experienced in the course of a voyage across the Atlantic, extending over a period of forty-six days.—The ship was new; it was her first voyage; and we have heard no complaint of her ordinary crew being in any way inefficient.—There was little or no fog, and the vessel was in the neighborhood of a coast where the soundings alone will show almost the precise position of a ship during the darkest nights of winter. And yet this vessel, freighted with a living cargo of 427 human beings, lies a total wreck on the shore, and although some 260 lives are lost, there is no bar where the guilty ones—if guilty ones there be—can be punished; no tribunal save that of public opinion from which those mangled bodies can claim retribution."

This is a most emphatic condemnation, but seems warranted from all facts which have thus far come to light. The rescued all testify to the same charge of negligence on the part of officers, and there seems no doubt but that this awful destruction of life was useless and could have been avoided.

Some of the incidents are so heart-rending as to compel the reader to shed tears. The reporter of the Tribune, who proceeded to the spot, tells this tale:

"Watching an opportunity, as a spent wave receded, we leaped into the mizen rigging. Such a spectacle as the decks of the New Era then presented we hope never to be called to witness again. The fore-castle was beaten in, and the top of the poop-cabin on the larboard side had a large hole in it that the waves had made. The deck had been swept of everything. The frames of the bulwarks stood above the waves, like the fleshless ribs of a leviathan, while protruding through them were the bodies of men, women and children, all of them naked, or but partially covered with the clothes they had on when asleep in their berths. But the most awful sight of all was directly below our feet. There, between the side of the poop-cabin and the mizen chains, about a score of corpses, all stark, stiff and cold, lay in every conceivable attitude of agony, maimed, crushed and bruised, with eyes washed from their sockets, and teeth set like vises, and every feature fearfully convulsed; there, promiscuously heaped together, were old men whose race had nearly run; young maidens, just blooming into womanhood, and babes whose lives were measured but by weeks. Every age and sex had its representative here, and told in ghastly types how much humanity may suffer. The blood had frozen into blackness beneath their fingernails, and with the half-clinched hand, showed how strong had been the grip on the rigging—how long and fierce the strife for life—a contest in which they did not yield until the bleak blast had frozen their hearts' blood, and their unconscious hands had loosened their grasp, when their lives went out into the dark night. Swallowed up beneath the seething waves that burst madly over the ship."

What a terrible record is this! Will such horrors ever cease? It makes us shudder to think upon the sea, so rife has it become of death, and we begin to think there must be some judgment of Heaven let loose upon man that so many of the race should thus be hurried into ocean graves.—[San. Reg.]

DIED.—We see by the Maumee Times that Eliza S. Frost of that place died on Wednesday, the 23d inst. The first we knew of Mr. Frost, was 12 years ago. He was sheriff of Lucas county at that time. Since then he has held several offices of trust, and at his death was canal collector of that place.

T. L. Clark has been appointed collector in place of Mr. Frost.—[Blade.]

The Attack upon the Allies by the Russian Army.

The London Times of the 15th gives the following dispatch from Vienna, by Submarine and British telegraph:

VIENNA, Monday evening.—The following is an epitome of several authentic dispatches of the 6th from the Crimea:

"Early in the morning of the 6th the garrison of Sevastopol and the army in the field made a violent attack on the right wing of the allied army, composed of the English foot guards, and the 2d, 3d and 4th divisions.

"Gen. Bosquet's division advanced to the support of the English, and subsequently other French troops, under Gen. Canrobert arrived.

"The battle lasted till the afternoon, when the Russians retired, having suffered a heavy loss, and leaving several hundred prisoners in the hands of the English; the latter lost a great number of men. Gen's. Brown, Bantick, Buller, and Torrens were more or less dangerously wounded.

"The prevalent opinion here is, 'that if such another victory is obtained, the allies will be obliged to raise the siege; but it is a good sign that the last Russian dispatch published, only reaches up to the 5th.' Its sense is, that two sorties were made on that date—one against the right wing of the allies, and the other against the left wing of the siege works. On the right wing of the army the guns of one battery were spiked, in the other 15 guns were spiked. The loss on both sides was very severe. A French division, which pursued the Russians, and attempted to enter with them, was repulsed with great loss.

"A terrific storm is raging here to-day.

"Prince Gortschakoff has officially announced to Count Buol, 'that Russia is prepared to treat direct with Austria on the basis of the four conditions.'

"This is considered a palpable attempt to cause division between Austria and the Western Powers."

The Liverpool correspondent of the New York Tribune says: With every wish to do justice to the admirable bravery of the allies, and with no desire to blacken news already too disastrous, it is impossible to escape the conviction that the army before Sevastopol is in a position of great peril. A portion of the intelligence, both good and bad, is hushed up from the public, but from the facts that have transpired, very different inferences may be drawn than those set forth semi-officially in the London Times.

The best that can be said for the news on the part of the allies is that it is of a chequered description. A succession of hard fights has been fought and victories gained—each "victory" costing as much as a defeat. At the same time, so closely have these affairs been drawn, that the Russians, equally with the allies, claim the advantage. It is now admitted that the defenses of Sevastopol were underrated—the bravery of the enemy underrated, and the force of Menchikoff in the field altogether unexpected.

Gen's. Raglan and Canrobert, the commanders-in-chief, have sent the most urgent demand for reinforcements. The haste manifested to transmit to the Crimea every available man—Briton, Frenchman and Turk—shows the importance attached to the demand. Seven first class steamers are taken up for instant service, and others are wanted. The Cunard steamer Alps is withdrawn from the berth for New York, and sailed on Sunday, the 11th, for Toulon, to embark Frenchmen. The Cunard Europa would sail from Liverpool on the 18th for Kingston, Ireland, to ship drafts, and the few regiments yet left in Ireland. The Peninsular and Oriental (Mediterranean) company notify that they have imperative orders to withdraw from the mail service the steamers Candia, Ripon, Manila, Nubia and Rajah, for immediate reinforcements to the Crimea. The steamer Indiana, just arrived from New York, and the West India mail steamer Thames are also taken up. The engagement of the Cunard steamers will not—in the meantime, at least—interfere with the weekly mail service to America.

It seems also that the allied forces have met with defeat by the Russians in another quarter, and one altogether unexpected. In

the southern extremity of the peninsula of Kamskatka, is the Russian town and port of Petropawlowski, containing about 2,000 inhabitants, and is the depot of supplies and centre of the Russian trade in that part of the globe. The port was strongly fortified, and several Russian ships had put in there for safety from the English and French ships cruising in those seas. The allies proceeded thither, with five frigates, one sloop and a small steamer, with a force of 196 guns and about 2,000 men. The engagement here commenced on the 31st of August, lasting five or six days. The allies were however defeated, and Price, the English admiral shot himself through the heart, with a pistol, rather than suffer the ignominy of the defeat. They having been thus signally repulsed, concluded it was best to leave. Their loss was over 200 killed and wounded. In leaving the harbor they captured two Russian merchantmen, with the winter supplies for the fort, the loss of which will be seriously felt, and must necessarily cause much suffering to the inhabitants and garrison, as they cannot expect to receive other supplies this season. On board of one of the merchantmen was a Russian general. The signal failing of this undertaking will probably lead to investigation and court martials of both the English and French commanders. The intelligence of this battle was received by the California mail brought by the North Star, and will be read with surprise and astonishment in England and France.

THE WALKER RAILROAD.—It seems that the Governor of Texas has made up his mind that the responsibility of accepting of the deposit made by R. J. Walker and his associates under their contract for the construction of the Pacific railroad, rested with the Treasurer of the State and not with him, and the treasurer has accepted 21,000 shares of the Sussex Iron Company of New Jersey at par, \$12.50 a share, as a guaranty "that fifty miles of the road will be constructed and in complete order for business within the term of eighteen months from the date of said contract." The Texas and New Orleans press do not seem to be unanimous as to the sufficiency of the security. If this is the Sussex Iron Company of which Mr. Post is president, it is a profitable company, and its stock is worth par. The capital of that company, we are told however, is only \$180,000.—[N. Y. Eve. Post.]

THE "KNOW NOTHING" CONVENTION.—CINCINNATI, Nov. 24.—It is understood the "Know-Nothing" convention, which has been in secret session here for the last two weeks, will adjourn to-morrow. The attendance has been very large, and each State in the Union has been fully represented.—Among the representatives were Messrs. John M. Clayton, of Delaware, Ullman, of New York, Browne, of Pennsylvania, Lumsden, of New Orleans, and Mayor Conrad, of Philadelphia. The utmost harmony is said to have prevailed amongst them.

Important changes have been made in their constitution, a new ritual adopted, and all their pass-words, signs, &c., have undergone a complete alteration.

The question with reference to Presidential candidates was not brought up.

THE BATTLE OF THE ALMA COMPARED WITH BATTLES IN MEXICO.—It is stated that the Russians at the Alma numbered over 50,000 men, with a powerful train of artillery, and that the force of the allies was about the same; after an engagement which is classed as desperate, the Czar's troops were driven at all points by the bayonet, the victors losing about 2,500 men. Now, if this statement be true, the Russians made but a feeble resistance—the small loss of the allies proves this. The Mexicans would have held out more stubbornly. In proof, it may be stated that at Cherubusco they inflicted a loss of one thousand upon the eight thousand Americans engaged; and at the Molino del Rey, where Worth had but little over three thousand troops, in all, he lost nearly nine hundred men in less than an hour. At the same rates, the allies under St. Arnaud and Raglan, in their battle upon the Alma, should have lost something like fifteen thousand men, provided they had fifty thousand engaged.—[G. W. Kendall.]

Late from Utah—Summary of News.

The Utah mail has arrived in better season than usual, bringing us a file of "Deseret News" and much other interesting news from that region, up to Oct. 1st. From various sources we learn that the Utahs and Snakes or Shoshones are again at war, several sanguinary battles having been fought in the vicinity of the settlements, with a fair prospect of a long continued series of difficulties. The two Indians who were convicted of the murder of two boys were publicly executed by hanging on the 15th of September. Crops had come in good, and wheat was selling at \$2.00 per bushel, corn and oats \$1.50 per bushel each. There are heavy supplies of merchandize which are not bringing quite the usual round prices. Stock was in excellent condition, but is not in as active demand nor bringing as high prices as at the same time last year, owing to the vast amount having been driven from the States to California the past season, leaving no demand for stock for that market from Utah. Provisions and merchandize was plenty, and at lower than their usual prices, and money scarce. "The Brethren" have purchased a ship of 450 tons burthen which is being fitted up at San Francisco to run between that city and the Sandwich Islands, to facilitate the missionary operations with the inhabitants of that group. Parley P. Pratt has the charge of this matter. The overland emigration had nearly all arrived and were making preparations for the winter. Hay is worth \$10 to \$15 per ton, and sugar, coffee, soap and salaratus from 30 to 35 cents per pound, while domestics and prints are selling for 15 cents per yard, 25 per cent less than former prices.—[Council Bluffs Bugle.]

ERASTUS SNOW.—This gentleman has just arrived in the States, from Utah, and is preparing to issue a weekly newspaper immediately, from St. Louis, which is to advocate the peculiar views and interests of the people of Salt Lake valley. Mr. Snow is a talented writer, and we may expect to see him making a wake among those who are so very fond of slandering and believing the Mormons. Give 'em fits brother Snow.—We place your paper upon our exchange list.—[Council Bluffs Bugle.]

THE JUNCTION RAILROAD.—Notwithstanding the stringency in the money market, and even the cholera, last summer, labor on the Junction railroad at this place has at no time been suspended, and the work on it is now progressing, while labor on some of the neighboring roads is suspended. The greater part of the masonry work on the bridge here, is completed, and the wood work has commenced stretching itself across the river. It is intended by the contractors, that the bridge shall not be a hindrance to the laying of the iron on the track to the intersection of the Toledo and Illinois railroad at this point.—[Maumee Times.]

CLEAR THE TRACK FOR THE BULLGINE.—We understand that the Toledo and Illinois railroad company, will have a locomotive on their road, in laying the iron, from this place west, next week. It is in contemplation to have all the track laid between here and Defiance by New Year's.—[Ib.]

Arthur's Home Magazine for December, is at hand. It contains some very fine engravings, and is, as usual, readable withal. The new volume, which commences with the January number, will be printed on new type, and improved and made in every way more valuable as a home magazine. A series of colored engravings will be among the attractions of the new year. Address T. S. Arthur & Co., 107, Walnut street, Philadelphia.—[Ib.]

PORK.—In Cincinnati, prices range from \$3.50 to \$4, according to quality. In Louisville they pay from \$4.25 to \$4.50, but this is on time. The number of hogs will be greater than last year, but they will be lighter.

Mess pork is selling in New York, for December delivery, at \$15.

Several hundred printers are out of business in New York, and a meeting was held, on Saturday night, at Tammany Hall to consider the great depression of the trade in that city.